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Questions for Electors
1982

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FOREWARD

In Ontario, municipal elections are to be held on Monday, November 8, 1982. The term of office has been increased from two to three years. Municipalities have, traditionally, been responsible for the provision of the "hard" services to their residents, i.e. roads, sewers, garbage removal, etc. The emphasis is now changing and municipalities are becoming more involved in social and environmental issues.

The purpose of this report is to set out some of the major issues in the upcoming election and to provide questions which can be put to candidates. The issues presented are ones which we feel are most germane. There may be others which you feel are important in addition to these. The critical point is that each voter know who the candidates are and what positions they take on issues.

The Bureau is a private, non-profit, non-partisan organization. Our aim in producing these "questions" is to help voters better understand the issues.

I METROPOLITAN TORONTO ISSUES

Total estimated gross expenditures for 1982 affecting the Metropolitan General Levy (adopted by Metropolitan Toronto Council on April 23, 1982) are $1,010,011,300. A general tax levy on area municipalities of $486,570,500 will be applied towards these costs.

Many people indicated to the Bureau that the issues for this election campaign were going to be very localized, neighbourhood issues. The Bureau takes the position that although neighbourhood issues are, and should be, a legitimate focus, more complex matters should not be minimized. Both the public and prospective officials should be involved in the discussion of these over-riding issues.

1. Taxes & Assessments

a) Assessment Reform (Market Value Re-assessment)

There has been significant criticism of Ontario's assessment method as being inequitable, complex and confusing. Although assessments are theoretically based on market value (or current selling price) of properties, in reality there have been wide departures from what the law has prescribed. In 1970 the province took over the municipal assessment function and made a commitment to "adopt full market value assessment throughout the province."[1]

Many problems arose as a result of this decision. Consequently, the Treasurer of Ontario announced, in 1978, that no reform would be implemented in the near future. However, the Province has since amended Section 86 (now 63) of the Assessment Act to permit municipalities to retain their existing tax systems or undertake comprehensive reform through re-assessment. This means re-assessing <u>all</u> properties at a current market value. To date, 349 municipalities in Ontario have implemented this program.

The original concept was that the re-assessment would be implemented at the municipal levels. It has become apparent that the Province might

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[1] Ontario Economic Council, <u>Municipal Fiscal Reform in Ontario: Property Taxes and Provincial Grants</u>, (1981), p. 1.

be suggesting re-assessment at the regional level. According to a recent City of Toronto report on Property Tax Reform, preliminary information shows that if re-assessed regionally there will be substantial increases in the residential tax burden in the City of Toronto and substantial decreases in commercial taxes. Substantial shifts in the opposite direction would take place elsewhere in Metro. Metropolitan Toronto Council has requested the Ministry of Revenue to conduct a series of Property Tax Studies on the impact of Metro-wide re-assessment (the first of its kind in Ontario), the results of which may be available this fall.

All the local areas are awaiting the results of this study before making any decisions regarding their courses of action. Scarborough and East York have requested that impact studies be undertaken on their areas. These are being held in abeyance until the results of the Metro-wide study are available.

Questions to candidates:

1) Do you believe market value re-assessment is going to resolve the equity problem? If so, should the local municipalities begin implementing it on a short-term basis at the local level?
2) Do you think that there should be a mechanism in place to ensure that the re-assessments will not create undue financial burdens on individuals?
3) Should Metro officials be more involved in providing information to the public on this issue? If so, what would you do to promote this?

b) Metropolitan Toronto Re-assessments

Recently some 150,000 properties in Ontario were re-assessed by the Province, including residences in Metropolitan Toronto. This is a separate issue from the assessment reform noted above. Under the Assessment Act, once an initial assessment is made on a property it is fixed unless an improvement is made to the land which increases the market value by more than $2,500. Assessments had been frozen by the Province since 1970 (pending assessment reform), with a few exceptions. In 1981 the Province reactivated legislation to enable assessments to be done for improvements and the above assessments were carried out. This action has lead to confusion over what constitutes taxable improvements, concern regarding large tax increases and resulting inequities.

Questions to candidates:

1) How can people be made more aware of what constitutes taxable improvements? Would you support municipalities taking more responsibility for providing this information? How can this be accomplished?
2) Do you think people need to be made more aware of the appeal process so that everyone has the same opportunity to appeal? Should the appeal process be simplified and if so, how? Is it too expensive? If so, how could this be changed?

2. Housing

Metro Toronto is facing a severe housing crisis. Interest rates and house prices are high, leading to a lack of affordability by many. At the same time, moderate rental apartments are in short supply. There is a vacancy rate of close to 0%. There has been an increase in luxury rental renovations, apartment house demolitions, condominium conversions, non-condominium ownership conversions and deconversions from rooming houses back to single family residences. All of these, in effect, decrease the supply of rental units. At the same time there has been a drastic reduction in the construction of rental housing. Metro has a policy of not permitting condominium conversions while the vacancy rate is under 2.5%. However, this policy is open to challenge since it is not yet a part of the Official Plan.

The above also result in an increasing need for the provision of assisted housing. Although difficult to establish, a recent Metropolitan Toronto Planning Department study proposal indicated that approximately 90,000 households are in need of assistance in Metropolitan Toronto.

Questions to candidates:

1) Do you believe there should be an increased commitment to providing an adequate supply of affordable (including assisted) housing?
2) Do you think all municipalities should have a housing authority in order to meet their particular needs?
3) Do you think all areas should have strict controls over demolitions? If so, how strict?
4) Would you support relaxing restrictive zoning standards which currently prevent conversion of large houses?

3. Tenants

Because of the housing crisis, tenants are experiencing difficulties at several levels. They have little choice regarding where they will live. In many instances, buildings are being poorly maintained and repaired.

Property standards by-laws are often inadequately enforced due to a shortage of by-law enforcement officers. There are many outstanding work orders. Tenants in rent-controlled buildings, constructed prior to 1976, are also confronted with high rent increase proposals which are the result of the sale and re-financing of their buildings. An example of this is the recent announcement by Cadillac Fairview Corporation that it intends to sell most of its 50 residential properties affecting some 15,000 apartment units. Costs of these ventures are often passed on to the tenants.

Questions to candidates:

1) Do you think an increase in by-law enforcement officers dealing with property standards will improve the level of maintenance and repair of existing rental units?
2) How would you address the problems of the current housing crisis for tenants? Are there changes you would promote in policies? If so, how could these changes be implemented?

4. Race Relations

A recent strategy paper was published by the Ontario Race Relations Commissioner. This paper noted that during the past ten years many reports have been published on the subject of race relations. It said of these reports:

> All of [them] indicate that we are witnessing a structural shift from more overt forms of racism to more covert and systemic forms which, . . are just as insidious and, in fact, reinforce structural barriers against equal opportunity and worsen the province's race relations climate. (p. 11)

The essential message coming from the paper was that although some attempts have been made by local municipalities to deal with racial problems, there is still a great deal of work to be done. Discussions with representatives of Race Relations Committees in the various municipalities confirmed the above, to some degree.

The paper also presents the government as playing an important role, not only in terms of being a major and visible employer and provider of social services, but a key spender as well. It is the Commissioner's hope that both regional and municipal levels will deliver services leading to the elimination of racial discrimination.

There are three priority areas:

a) minority youth unemployment - e.g. 87% of the young blacks in a certain Metro neighbourhood are unemployed, as compared to 52% of the whites;

b) equal employment and educational opportunities - e.g. a recent study by the National Congress of Italian Canadians in a Metro borough where 20% of the residents have Italian as their mother tongue, indicated the borough has one Italian-speaking public health nurse;

c) the criminal justice system and its relationship to minority groups (this is discussed in the Police section, to follow).

Questions to candidates:

1) Do you feel this issue should be handled at the municipal level? If so, are you committed to this? What are your priorities?

2) Would you undertake to make staff more sensitive to these issues?

3) If a race relations committee has one staff person, do you believe this is a large enough commitment?

5. Metropolitan Toronto Police

Net operating expenditure for 1982 - $225,600,000.

The police force has been the object of criticism in recent years.

a) Police Commission

The policy makers of the police force consist of a five member commission, three of whom are Provincial appointees and two Metro appointees. Thus, power is vested in the Province and there is little direct accountability to the community.

b) Race Relations

Allegations have been made that the police force is not equipped to deal with the complex multicultural character of present-day Metro Toronto. There are few representatives of minority groups on the force; there is

little training in the area of human rights and race relations; and a system of promotion which perpetuates this situation. A recent strategy paper prepared by the Race Relations Commissioner of Ontario indicated that there is still a great deal of distrust between the police and minority communities and vice versa. One of the main areas of concern is the lack of communication between the police and minority youths in Metro.

c) Complaints

There has also been a concern that the complaints procedure which is in place means that the police are investigating themselves. This has changed somewhat. In September of 1981 a Citizens' Independent Review of Police Activities (C.I.R.P.A.) was established to provide independent assistance to those having complaints against the police. In 1982 the Attorney General announced that a 24-member Police Complaints Board had been set up to hear complaints. One-third are appointed by the Attorney General, one-third are recommended by Metro Council and one-third by joint agreement of the Metropolitan Toronto Board of Commissioners of Police and the Metropolitan Toronto Police Association. The members include persons from varied cultural and racial backgrounds.

A $400,000, 6-part study is being produced by Hickling-Johnston. Final recommendations are to be adopted by October 30. This study does not focus on the Commission nor the operation of the police force, but is a comprehensive management reform document. Recommendations range from changing the role of the Chief of Police to the establishment of a public affairs department. The front line constable is to assume a more generalist role, with broader duties and responsibilities. All general patrol vehicles will have Mobile Digital Terminals by the end of 1984, which is to provide better access to information and improve efficiency. Another recommendation is to shift Minority Group Relations to the public affairs area, reporting to an Inspector rather than a Staff Superintendent. This move is seen as a cost-saving, although a limited one.

Questions to candidates:

1) Do you believe the Commission should be made more accountable to the community it serves? Is appointment by Metro Council a viable option?
2) Would you support an enlargement of the Commission from 5 to provide ample opportunity for minority and female representation?

3) Given the multicultural nature of Metropolitan Toronto, would you consider the Minority Group Relations function a higher priority than a public affairs function?
4) What do you think about the the newly-appointed Police Complaints Board? Is it cumbersome? Over-represented by the Province? the police?
5) Do you have any concerns about how the front line constable will be able to reconcile the new generalist role with the more technical role accompanying the Mobile Digital Terminals? Will this encourage or discourage getting the constable out of the car and into the community?
6) In your opinion, will the recruitment, training and promotion practices be dealt with adequately through the study recommendations?
7) Do you think an operational study should be conducted as well?

6. Safety and Security

It is often argued that the concerns of women can be translated into general concerns for everyone. However, the recent slayings and violent attacks against women in Metropolitan Toronto, several of which occurred either in the afternoon or early evening, have prompted a brief discussion of the safety and security of women on Metro's streets and public transit system. Police and municipal officials have indicated that there has not been an increase in violence against women in 1982, only a perceived increase. An all-female task force has been established to look at this problem, with a report expected by early 1983.

Questions to candidates:

The following questions deal with issues which would benefit everyone, not just the women of Metropolitan Toronto:

1) Do you feel that Metro's streets and the public transportation system are as secure as they could be?
2) Would you support a study being undertaken by the T.T.C. to review the characteristics of public transportation stops, looking at lighting, placement, frequency of use, etc.? What should acceptable standards be for these kinds of items? How soon could changes be made, if necessary?
3) What is your opinion on introducing camera surveillance on subway platforms?
4) What is your position on subsidized taxi fares after 11:00 p.m.? If you are in support, who should pay for this?

5) Do you believe there is a role for the community in ensuring the safety of all its residents? Are there some programs that could be initiated at the local levels? What? What priority could they have?

7. Family Benefits Program

In Ontario, welfare is presently administered both at the Provincial and the municipal levels. There are two programs in effect, the Family Benefits Program and the General Welfare Program. The first program is intended to be long-term, for sole support parents (mainly female), seniors, foster children, the permanently unemployables, disabled and blind persons. The Province is responsible for the administration of this program. General Welfare benefits are intented to be short-term and emergency-oriented and municipalities administer this program.

In June of 1981 the Ministry of Community and Social Services announced its intent to transfer the responsibility for the administration of the Family Benefits program, as it applied to single parents, to the municipal level. This was to be accompanied by an employment support service package for these persons, to encourage them to become self-supporting. This is voluntary at the moment. The main reason for this shift was to improve the delivery of assistance. There are two thrusts to the plan and they are as follows:

a) municipalities in eight test areas will take over the administrative responsibilities for Family Benefits;
b) employment support services will be introduced in these areas, and in three additional municipalities, of which Metropolitan Toronto is one.

These projects will be evaluated by December, 1983. Between now and then there will be no benefit or legislative changes. However, it is probable that changes will be forthcoming as a result of the test projects.

Questions to candidates:

1) Do you think the Province should continue to adhere to its commitment to sustain funding for social assistance and support services or should the financial burden shift to the local level?
2) In your opinion, will the proposed transfer lead to an increase in property taxes?
3) How will you respond to the added responsibility for delivery of social assistance?

4) What kinds of support programs should be provided, how and when, given the state of the economy? Can they work without a job creation program, which is a federal responsibility? Without job creation, will other workers be displaced?
5) Do you believe that municipal control would improve the efficiency and effectiveness of the services?
6) What guarantees would you like to see to ensure that this won't become a long-term benefit program at the local level?
7) Do you think sole support parents will become part of the "working poor" through this plan?
8) In your opinion, should the freedom to choose whether to join the work force or work from one's home, raising a family, be lost to the sole support parent?
9) Will the recipients of Family Benefits eventually lose some of the benefits which they receive under this program?
10) What do you see as the effects of this program on children?

8. Day Care

The issue of day care is no longer a new one in highly populated urban areas such as Metropolitan Toronto. It has been recognized as an urgent problem today. But the demand for day care spaces still outweighs the supply. Approximately 85% of the children in day care facilities in Metro Toronto are in unsupervised situations. Studies have proven that, in most cases, these informal day care arrangements are inadequate.

One of the reasons for the lack of spaces is the funding arrangement between the Provincial and local governments. The Province supplies 80% and the municipality 20%. However, funding from the Province is being cut back. Metro Toronto had approximately 1100 children on the waiting list for 1982 and requested assistance for 1000 spaces. The Province says it provided financial support for 600 of the requested spaces. Metro has indicated that this really was support for only 300 spaces.

Other problems associated with day care include no accommodation for shift workers and low wages for day care workers, leading to high turnover and less effective operation of facilities.

One solution to these problems could be the establishment of work-related day care programs. This concept has been slow in establishing itself in Canada but a survey done by the Bureau shows that "companies would likely become involved for reasons of good corporate citizenship and good employee relations" (see the Bureau report called Work-Related Day Care - Helping to Close the Gap, 1981). This report also makes recommendations as to what municipalities can do to motivate various sectors of the economy.

Questions to candidates:

1) What importance would you give to the day care issue, especially in view of the proposed family benefit shift (see #7)?
2) In your opinion, should work-related day care become a stronger focus today? What would you do to achieve this?
3) Would you support the Province providing grants directly to the day care facilities, which might improve wages and efficiency?

9. Group Homes

In 1979 the Provincial Government introduced a policy statement encouraging municipalities to amend their official plans and/or by-laws to permit group homes in all residential areas. This "as of right" encouragement was instituted since many local areas did not permit group homes, and if they did, they were dealt with by "spot rezonings". This was deemed to be an inappropriate way of dealing with such facilities. There are presently nine types of group homes within the Provincial definition. Metro Toronto has endorsed the Province's policy but the City of Toronto is the only local area which permits all types of group homes in all residential areas. However, the recent controversy over the John Howard Society's group home at 114 Indian Road is an indication of the difficulties which surround the group home concept.

Questions to candidates:

1) Do you think legislation should be put in place to ensure that all types of group homes are permitted in local communities?
2) Are there some types of group homes which you feel should be prevented from locating in certain areas?
3) What would you do to alleviate the fears and concerns of local area residents?

4) How should the concentration problem be treated?

10. Development Strategy: Centralization vs. Decentralization

Metro's Official Plan, adopted in October 1980, is committed to the notion of decentralization of the growth of Metropolitan Toronto. But there are several issues which appear to be in direct contravention of the theme of deconcentration and they are:

a) Metro/T.T.C. Rapid Transit Study (ARTS)

The crucial recommendations are that,

> a rapid transit "relief" line from Union Station to the Danforth subway in the vicinity of the Greenwood yards and an east-west line along Sheppard Avenue from the Yonge subway to the Scarborough Town Centre be approved in principle. (p. 38)

Feasibility studies are to be undertaken on these two lines. In addition, the study of the "relief line" is to include a proposed Waterfront line (Intermediate Capacity Transit System - I.C.T.S.), which the Province is supporting, from Union Station to Exhibition Place. This document has been forwarded to all area municipalities for their comments, with a request to report to Metro Council by December 31, 1982.

The cost of each of the two major lines (excluding the Waterfront portion) would be approximately $400 million and, if approved, could be commenced by 1985-86 and completed by 1991.

Questions to candidates:

1) Are you in favour of the construction of either or both of the lines? Are they really needed? Could an alternative method to the 'relief line" be used to alleviate downtown congestion?
2) In your opinion what would the proposed "relief line" do to the concept of decentralization? Would it encourage more development to take place in the core? Is this desirable?
3) Do you think it is important to prioritize the lines? For example, if the east-west line is needed to encourage deconcentration, why not consider it first?

4) In the case of the Waterfront line (I.C.T.S.), do you feel that this system is more appropriate than surface systems such as buses, streetcars, etc. in terms of efficiency and cost?
5) How would you encourage public input as part of the decision-making process?

b) Central Area Traffic Management Study - Yonge Corridor

This was a joint study completed by Metropolitan Toronto and the City of Toronto. It was concerned with two proposals, the narrowing of Yonge Street, a Metro road, in specific areas, in return for the widening of Gerrard and Jarvis Streets (city roads). The issue is the widening proposals. At the time of writing no final decision had been made.

Questions to candidates:

1) Is there too much emphasis on the widening of the roads in the downtown core or do you support this as a priority?
2) Do you believe this undermines the concept of decentralization?

c) Spadina Expressway

In 1975 the Ontario Provincial Cabinet stopped the Spadina Expressway at Eglinton Avenue. The Province is committed to acquiring the remaining lands and leasing them back to Metro Toronto. The stipulation is that none of the land can be used for road or highway purposes. A three foot strip of land immediately south of Eglinton Avenue is to be granted to the City of Toronto across the route of the former expressway, to be held in perpetuity. Ravine lands in the City of Toronto are to be leased to the city for 99 years. The final arrangements have not yet been completed.

Questions to candidates:

1) What guarantee is there that the required agreements will be forthcoming? Why is it taking so long?
2) Would you reopen the question of the Spadina Expressway?

d) Railway Lands

Canadian National Railways and Marathon Realty are in the process of preparing a master plan for a 106 acre parcel of land south of Front

Street, between Yonge and Bathurst Streets. The plan includes commercial, housing and recreational uses. The plan also addresses the need for additional road networks and a Spadina Light Rapid Transit system.

Questions to candidates:

1) How would you propose the public be included in the decision-making process for this proposal?
2) What will the cost of the public infrastructure be to the taxpayer if this plan is approved?
3) If 5.8 million square feet of commercial space is constructed, do you feel this would be against the concept of deconcentration? What is the demand for this additional amount of commercial office space?
4) Do you think this proposal will accommodate the urgent need for affordable housing in Metropolitan Toronto?
5) Do you believe the immediate construction of some phases of this proposed project would have an impact on the development of the outlying areas?

11. CNE Grounds

A major re-evaluation of the role of these lands is underway by the Province of Ontario, Metropolitan Toronto and the City of Toronto. Some suggested uses include a World Trade Centre and/or a domed stadium. Others include providing more space to local area residents for active recreation. It is unlikely that any decisions will be made prior to election time.

Questions to candidates:

1) How will the decisions be made? Would you involve the public in the process?
2) Are you in favour of a World Trade Centre? a domed stadium? Why?
3) How much will these (one or both) cost the taxpayer? What benefits do you believe the taxpayer will receive in return?

II LOCAL ISSUES

City of Toronto

The estimated total expenditures for the 1982 operating budget are $311,000,000, of which $173,000,000 is to be raised through taxation.

1. Housing

Toronto is in the midst of the housing crisis described earlier. A Coalition for Housing was formed in November of 1981. Many resolutions were adopted regarding co-operative housing. A Mayor's Conference on Housing was held in late November and the resolutions were presented. Many meetings have taken place since but the problems are still unresolved. Toronto has requested permission from the Province to control the issuance of demolition permits - this has not been granted to date.

Questions to candidates:

1) Given the crisis, do you believe there should be some concrete decisions made? What are they?
2) Could a policy commitment be made to this effect? What interim steps would you take to alleviate the shortage? Could bachelorettes play a role?

2. Waterfront

a) East Bayfront (south of St. Lawrence neighbourhood and railways - from Freeland to Parliament Streets)

The Central Waterfront proposals for this 70 acre site indicate that, although the area has always been industrial, there are reasons to include housing. It is suggested that 50% of the housing should be assisted housing.

Questions to candidates:

1) What use do you recommend be given priority - industry or housing? Why?

b) Keating Channel

Although no environmental assessment studies have been completed, the channel has been dredged in recent months and the dredgeate has been dumped in the Outer Harbour Headland area. It is known that dredgeate in other local areas has been contaminated.

Questions to candidates:

1) Why do you feel this was permitted to take place? What commitment would you make to ensuring that the dredging and dumping will not be continued until environmental studies have been completed?

3. Railway Lands

As noted earlier, a master plan is being prepared for the railway lands south of Front Street, between Bathurst and Yonge Streets.

Questions to candidates:

1) How do you feel this proposal conforms to the City's Central Area Plan which encourages increased accessibility to the waterfront, the provision of a large amount of parkland and housing and discourages commuter transit?
2) In your opinion what impact would the proposed construction of commercial space on Spadina Avenue have on the garment industry and audio-visual activities in existence there, especially given the decreasing industrial base in the city?

4. The Junction Triangle (Ward 1)

This 1/4 mile square area has been plagued by air and noise pollution from some 20 industries for many years. Local residents have been receiving clean-up promises for as many years. A task force has recently been established by the City, the result of several chemical spills which closed schools and hospitalized some of the residents. The Ministry of the Environment has indicated that it will be amending legislation to protect employees who report chemical spills at their place of work.

Questions to candidates:

1) What powers do you feel the municipality has to deal with these spills?
2) Some people are proposing that the City of Toronto use its expropriation powers to remove the offending industries? Do you agree?
3) If they were removed, what uses would you propose be permitted to ensure compatability with the existing residential uses? If this cannot be done, what additional pressure can be placed on the Province to assist with this problem?

North York

The total 1982 current budget estimate for expenditures is approximately $490,400,000, which includes local government, education and Metropolitan Toronto expenses. Approximately $409,000,000 is to be generated by regular taxation (including residential, commercial and industrial).

1. Housing

North York is experiencing a housing crisis, especially a lack of moderate income rental units. At the same time, there are pressures to redevelop, since there is little vacant land left in North York. The City had some control over demolition through a by-law which required a building permit application at the same time. This was changed to a process whereby the request for a demolition permit is brought to the attention of the local councillor, who may object if it seems warranted.

It has been the policy of North York, since 1975, to permit no conversions from rental apartments until the vacancy rate reaches 5%. The most serious challenge to the conversion policy was the Brydencourt Apartment site at Donway West/Don Mills Road/Lawrence Avenue East. As a result of an application for conversion of some of the units on this site, the Planning and Development Department has been requested to review the conversion policy, especially regarding its rigidity and the possibility for compromise to be built into it.

Questions to candidates:

1) Do you feel that the change in demolition policy has weakened the control?
2) Should the conversion policy, in your opinion, be changed? Will any hint of flexibility remove the control of the City over conversions? Do you consider it is important to maintain a strong policy, given the present housing crisis?

2. Downtown Core

A Downtown Core plan was approved in 1979. Since that time all applications for development which have been approved have exceeded the density requirements. This plan is deemed to be too restrictive and unreasonable and is to be reviewed in 1983.

Questions to candidates:

1) What kind of development is desirable for the downtown core in your opinion ? Would you work to ensure that the new plan will have more relevance than the original one?

3. Transportation

a) The ARTS study, discussed earlier, recommended an east-west rapid transit line along Sheppard Avenue from the Yonge subway to the Scarborough Town Centre. It also supports a "relief line" in the downtown area.

Questions to candidates:

1) What is your position on the possibility of Finch Avenue instead of Sheppard Avenue, or a combination of the two? Should the "relief line" be supported, since it may diffuse development from North York?

b) Don Valley Corridor Transportation Study

A $100,000 study, to be completed by the end of 1982, is being undertaken to evaluate alternatives for improving traffic flow in that corridor. The study area is between Bayview Avenue and Victoria Park Avenue, south of Highway 401, narrowing south of St. Clair. The results of this study should be closely monitored both by North York and East York.

c) Spadina Expressway

Some believe that since the Spadina Expressway has been stopped, traffic problems have been increasing in North York.

Questions to candidates:

1) Do you believe that there would be less traffic on North York arterial roads if the Spadina Expressway were continued? Should it be continued?

4. Other

1) Some people contend that North York has too many large shopping centres and too few street and neighbourhood shopping areas? Are you of this opinion?
2) Do you feel that North York has plans for too many luxury condominiums, given the housing crisis?
3) What is your position on encouraging co-op housing? Where?

Scarborough

Total 1982 budget expenditures are $122,700,000, of which $67,000,000 is to be raised by a general purpose tax levy.

1. Balanced Growth

   Although there is some land available, little is being done in the way of commercial, industrial or residential development. An Economic Development Committee is in place and its task is to ensure balanced growth for the Borough.

   Questions to candidates:

   1) What actions would you support to achieve this? In your opinion, where do the notions of neighbourhood preservation and road building fit into this scheme? What impact does the Scarborough Town Centre development have?

2. Housing

   Scarborough has a housing crisis. There has been no recent apartment development. There have been strong objections by local residents to a nonprofit housing project to be built by Metro Toronto Housing Corporation on Jade Street, near Sheppard Avenue and Kennedy Road. This project has 25% of its units (3 townhouses) available to low-income families.

   Questions to candidates:

   1) Do you believe opposition can be overcome? How? What other initiatives can be taken to counter the shortage?

3. Tenants' Rights

   In Scarborough, there is a concern for the service provided to tenants through property standards inspections. Some buildings are being improperly maintained and many work orders are outstanding. There are 11 by-law enforcement officers. This number has not increased in the last four years.

   Questions to candidates:

   1) What is your opinion on the need for additional staff personnel in order to ensure that the existing buildings are being adequately maintained?

What would an appropriate number be?

4. Transportation

a) Brimley Road - 401 Interchange

In October of 1981 Council approved this interchange. No funding arrangement has been established. A consultant has been hired to study preliminary designs and to complete an environmental assessment of the interchange. Many local residents are currently opposing and will continue to oppose the project because of perceived detrimental impacts on other areas.

Questions to candidates:

1) What is your position on this project? Are there alternatives which would provide the same benefits to the area, i.e. the Town Centre, as the planned change would? How fruitful will opposition be, given the approval by Council?

b) Transit

The Borough needs a more adequate level of transit service overall, including surface improvements (bus lanes are congested). New areas like the Malvern community lack bus service.

Questions to candidates:

1) What initiatives would you undertake to provide these?
2) What guarantee is there that the equipment for the new I.C.T.S. line to the Town Centre will be available in September 1984, the suggested completion date? What are the consequences if it isn't available?

c) Grade Separations

Very few grade separations are in existence in the Borough. There is a high level of train and automobile traffic, creating potential hazards. There is approximately $10 million worth of work to be done.

Questions to candidates:

1) What would your priorities be in this area? Where would the funding come from?

5. Health Services

Many elderly persons reside in Scarborough. The hospitals in Scarborough are seriously overcrowded since they are now being used by outlying areas like Markham.

Questions to candidates:

1) What initiatives would you take in the area of home support services and/or senior chronic care?
2) Although Grace Hospital is to be constructed in the near future, will this relieve the pressure on the Borough? If not, what would you do to solve this problem?

6. Frozen Land

There is a parcel of land in the northeast sector of the Borough, zoned agricultural, which has been frozen by the Provincial government. It is a buffer between Scarborough and the Pickering Airport site. The Province no longer has an interest in this land.

Questions to candidates:

1) Would you press for the release of these lands? What are the best uses for them?

Etobicoke

The total 1982 current tax levy is $260,000,000, including general purpose, education, business improvement districts and frontage rates. The 1982 current budget expenditures (Borough portion) are $86,200,000 of which $50,800,000 is to be raised by a general purpose Borough tax levy.

1. Kipling/Islington

The subway was extended from Islington to Kipling Avenue about 1-1/2 years ago. This has increased the interest of the building industry in possible development around the two stations. The Official Plan and zoning by-laws are being reviewed. A consultant is looking at the existing road and transit system. This report may be completed in the fall, although no formal report will be available until 1983.

Questions to candidates:

1) Do you think the Kipling/Islington area should become the focus of the Borough? What is the feasibility of it becoming a multi-functional centre? What are the repercussions on the community if it does?

2. ARTS Study - Transit

The Metro/TTC proposals through the ARTS Study, noted earlier, have ignored the Borough of Etobicoke. The Borough has had a right reserved on Eglinton Avenue for many years and nothing has happened.

Questions to candidates:

1) In your opinion should Etobicoke be taking a more active role in encouraging the use of Eglinton Avenue? If so, how?
2) Are there other transportation options which you would support instead?

3. Industrial Development

Etobicoke is being more aggressive in promoting industrial development. It is focussing on retaining its base and attracting growth industries which will provide employment. There are approximately 600 acres of vacant industrial land available, although much of it is either owned by existing industries or by interests who may desire other uses on the land.

Questions to candidates:

1) What strategy would you propose to improve the economic base?
2) Should Etobicoke be encouraging the owners of the vaca..t land to facilitate the creation of new employment opportunities? How?

4. Lakeshore Psychiatric Hospital Site

This is a 64 acre site in the Kipling/Lakeshore Boulevard area. The hospital is in the final stages of relocating several out-patient programs, the only functions it now performs on the site. The original target date of September 30, 1982 may be extended slightly due to some recent site selection difficulties. The Province owns this land, which is zoned institutional, and it is unclear what its intentions are for its future use.

Questions to candidates:

1) What would you propose as appropriate alternative uses for the site, assuming the land may be offered for sale or lease?

5. Redevelopment

There are some sectors of the Borough which have reached maturity and are ready for redevelopment. Although the process of considering these has not yet begun, this will be one focus of council soon.

Questions to candidates:

1) What approach would you take to determining the kind of redevelopment which should take place? What priorities should be established in terms of which areas should be developed and in what order?

York

Net 1982 departmental and non-departmental expenditures total $32,400,000. The total net municipal tax levy for 1982 is $22,820,000, including a general levy and a school health services levy.

1. Tax Base/Amalgamation

Not only does the Borough have a low industrial tax base, employing 4% of the manufacturing workers of Metropolitan Toronto, but it has the highest mill rate in Metropolitan Toronto and the lowest per capita income. There is some pressure from the development industry for approvals to build non-industrial projects in industrial areas, potentially eroding this tax base even further.

Questions to candidates:

1) Should any use other than industrial be permitted in these areas?
2) Some people support an amalgamation with North York as a method to resolve some of the financial problems of the Borough? Would you agree?

2. Administration

The first comprehensive audit of a municipality was recently conducted in the Borough by the accounting firm of Thorne, Riddell. The report noted problems including unnecessary costs in garbage collection, deficient operation of a computerized information system and a cumbersome budget process due to the zero-based budgeting system which is in place. The positive impact of the report is that the weak areas can be addressed, allowing the Borough to operate more effectively.

Questions to candidates:

1) If you were elected, what steps would you take to improve the operation of the Borough? When? How?

3. Housing

York is experiencing a rental housing crisis. The main problem is that no new rental units are being built. Demolitions are being controlled somewhat since applications must be approved by council. There are few conversions of rental units. There is also a shortage of assisted housing, especially given the low income levels of many of York's residents.

Questions to candidates:

1) What incentives can be offered to induce rental construction and more construction of assisted housing?
2) What alternatives would you propose to increase the supply in the short-term? Should a freeze be placed on conversions?

4. Transportation

a) ARTS Study

The Borough has been ignored in the recent Metro/TTC Transit Study, noted earlier. Eglinton Avenue has been given no priority and a viable method of attracting more development is, thus, lost.

Questions to candidates:

1) Would you take any steps to promote Eglinton Avenue as a higher priority?

b) Spadina Expressway

Questions to candidates:

1) In your opinion should the discussion be re-opened? Would the completion of the expressway alleviate some of the traffic congestion being experienced in the Borough, especially on Eglinton Avenue?

5. City Centre

A Task Force is in place to examine the feasibility of the development of a city centre and to approve a location. Initially two sites had been considered, the site of the existing municipal offices on Eglinton Avenue West and a site at Eglinton Avenue and Black Creek Drive. Consideration of the first site has now been abandoned and background studies are underway and other information is being gathered for the second site. The Task Force is awaiting the results before making any final decision and calling public meetings to discuss the proposal. One of the major concerns is whether development in the area would have a negative environmental impact.

Questions to candidates:

1) What do you see as the purpose of the city centre proposal? What uses will the city centre include/exclude? Is a city centre a pressing need for the Borough at the present time?

East York

The 1982 current budget expenditures, exclusive of Metropolitan Toronto and waterworks expenses, will be $25,961,283, of which $15,879,494 will be a tax levy ($14,428,981 being a regular levy).

1. Housing/Tenants Rights

The Borough is experiencing difficulties in providing additional affordable housing. There is little loss of housing through demolitions and conversions. Suitable sites are becoming scarce.

Questions to candidates:

1) Would you encourage individuals to renovate their homes, adding second and third storeys and creating duplexes? If so, should these activities be recognized within the by-laws?
2) How would you ensure that rental apartments are adequately maintained and repaired?

2. Metro/TTC Rapid Transit Study (ARTS)

This study, as noted earlier, has recommended a "relief line" from Union Station to the Danforth subway. The concern is that although the study notes that the "relief line" would function efficiently with no northward extension, there may, in fact, be an extension one day. This could cut through the centre of the Borough.

Questions to candidates:

1) What would you do to ensure that the Borough has some control over the placement of any extension? Where should it be located if it happens?

3. Don Valley Corridor Transportation Study

A $100,000 study, to be completed by the end of 1982, is being undertaken to evaluate alternatives for improving traffic flow in that corridor. The study area is between Bayview Avenue and Victoria Park Avenue, south of Highway 401, narrowing south of St. Clair. East York has requested that the study look at the traffic impact of proposed land uses along Eglinton Avenue between Victoria Park Avenue and Bayview Avenue, especially Concorde Square in the Don Valley/Eglinton Avenue area. The results of this study should be closely monitored by North York and East York.

4. Parking

A Borough by-law permits homeowners to pave and park on their front lawns.

Questions to candidates:

1) Do you think this is a necessary by-law or is it outdated. Should it be repealed? What are the implications of leaving it in force?
2) What alternatives are there for the provision of parking space in the Borough?

III TOWN OF VAUGHAN (REGION OF YORK)
(see attached map for new ward boundaries)

1982 operating budget gross expenditures are $19,650,000. Total 1982 tax levy is $7,965,000.

The Town of Vaughan consists of the communities of Thornhill-Vaughan, Woodbridge, Maple, Kleinberg and a large rural component to the north. The southern portion of the town (especially Woodbridge and Thornhill-Vaughan) has undergone rapid expansion in recent years, transforming it from a semi-urban to a more urbanized environment. The town has also developed several distinct ethnic components. Thornhill-Vaughan has a strong Jewish community and Woodbridge (as Maple will when it develops) has a large number of Italian residents. The remainder of the residents are basically of English descent.

1. Identity

Some people are concerned that the distinctiveness of the various communities has prevented a Vaughan "identity" from developing.

Questions to candidates:

1) In your opinion, how important is it to acquire an identity? Given the different communities which exist, is it desirable to integrate the groups into one community? Is it possible?

2. Provision of Services

a) Hard Services

The rapid residential development was not accompanied, in many cases, by the adequate provision of servicing. Residents have indicated concern over the lack of provision of parks and other recreational facilities and poor maintenance of those provided; improper street cleaning; inadequate garbage pick-up and snow removal; and poor public transportation.

b) Social Services

In most developing areas which have had a rural or at least semi-urban flavour, it is common to find an informal, extended-family support system. This brings with it an inherent belief that the provision of social services will be taken care of without any formalization. Vaughan is no exception. But, as its character changes, there is an increasing need for

social service programs. These demands can no longer be met at the informal level. Day care, programs to meet the needs of the elderly and the various ethnic groups are examples of the needs of the community.

Questions to candidates:

1) What would you do to improve the co-ordination of development and the provision of both hard and soft services? How much priority would you give to social services and which ones? Should assisted housing and group homes be dealt with before they become problems?
2) What budget priorities would you propose, given the influx of people to newly developing areas and the fact that services have been slow to arrive?

3. Planning and Development

There is no recent comprehensive Official Plan for the Town of Vaughan. A plan is presently being drafted for Maple. Public meetings are to be held this fall. The construction of one residential area has already begun in Maple, with no plan in place. A draft plan has also been prepared for the Kleinberg area, with meetings to be held in September, 1982.

The Town relies on several additional community plans, secondary plans prepared by the development industry and amendments to a 1960 Official Plan to control development in the remainder of the community.

Questions to candidates:

1) Would you support a comprehensive Official Plan for the Town? What are the implications of the lack of one in areas adjacent to planned communities?
2) What would you do to ensure that the development of Maple will be co-ordinated? Should any more land be released for development prior to plan approval? What kind of community should Maple be?
3) What do think is an appropriate level of growth for Kleinberg? Should the old village be serviced as part of the new plan?

4. Priorities

Demands will come from various sectors of the Town, given its distinctive structure. For example, funds have been approved for a recreational complex in Thornhill-Vaughan. There have been requests for a new community centre

for West Vaughan.

Questions to candidates:

1) What procedure would you support for setting priorities particularly in the recreation area? What happens to the older areas of Vaughan while the new communities are being developed?

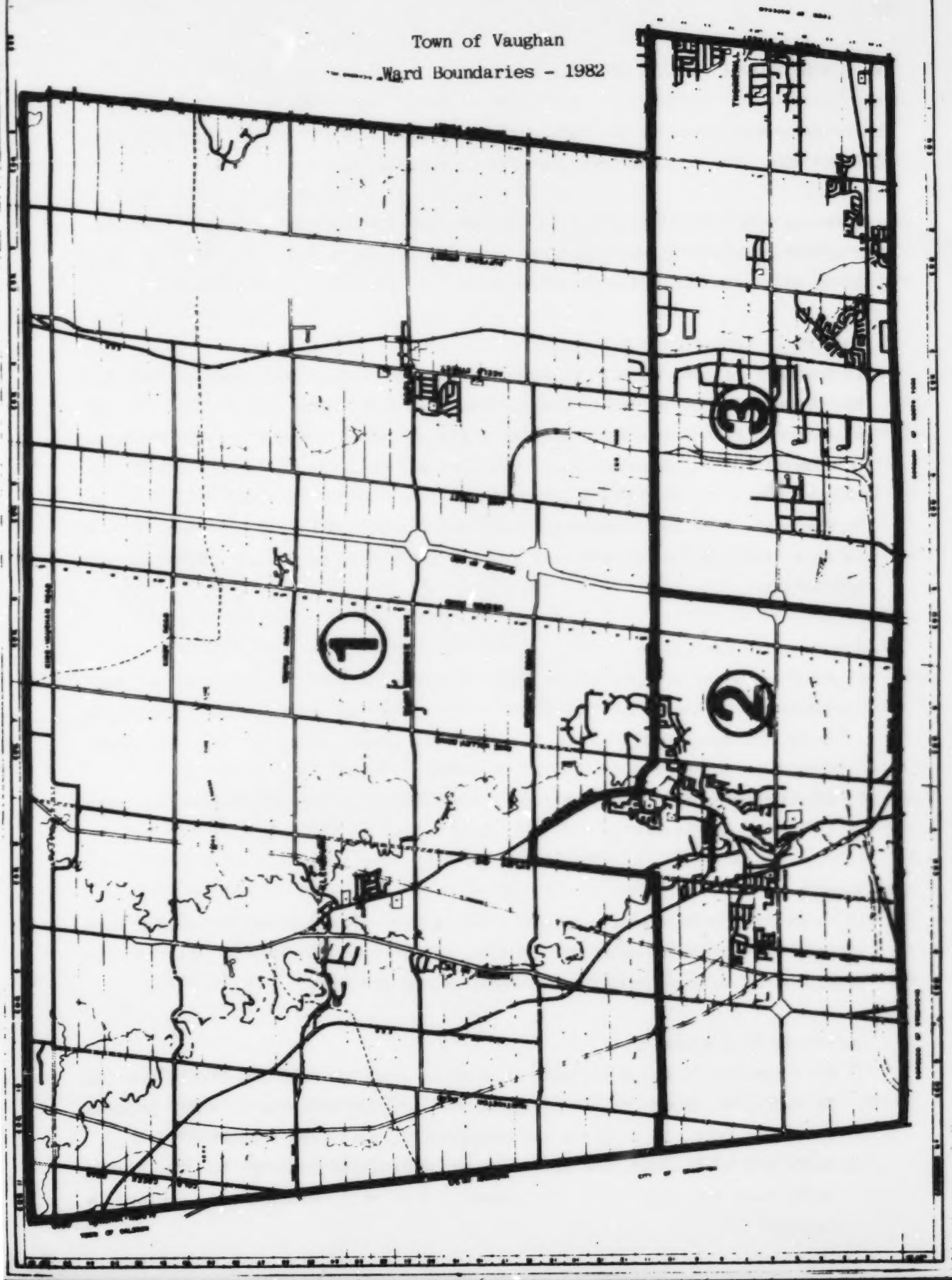
5. Other

a) Over $200,000,000 has been set aside for historic preservation. Where would you propose this be spent? Is the town spending too much on this? Would you support an administrator being hired to oversee this activity?

b) Ontario is losing farmland to development. Should the Town be taking action to preserve its farmland now? If so, what kind of action would you take?

Town of Vaughan

Ward Boundaries - 1982



IV MISSISSAUGA (REGION OF PEEL)

The gross expenditures of the 1982 current budget, approved March 10, 1982, are $116,048,252. The net tax levy for 1982 is $50,309,502.

Mississauga has expanded quickly in the last decade. It has a unique combination of established and contemporary development, plus a large portion of land which is still available for development.

1. Release of Lands for Development

In November of 1981 Council released certain parcels of developable land for the preparation of Secondary Plans, with the stipulation that none of the plans would be adopted until special legislation was enacted by the Province confirming Special Agreements and Lot Levies. This was to ensure that the capital costs of new development would not be borne by the taxpayers of Mississauga. The legislation has not been introduced by the Province. There is no indication that it will be, and the lands have not been released for processing.

Questions to candidates:

1) What would you propose if the Province does not pass the legislation? What assurance is there that the costs won't revert to Mississauga, when the lands are developed? Do you feel that the costs, or a portion of them, should be borne by Mississauga residents?
2) In your opinion is too much land being considered for development at this time - or too little?

2. Housing

As elsewhere, Mississauga is experiencing a low vacancy rate and needs more affordable, including assisted, housing. There has been opposition to the provision of assisted housing in some areas of the city.

Questions to candidates:

1) What commitment would you make to working with the Peel Non-Profit Housing Authority to ensure the development of assisted housing? What process would you initiate to allay the concerns of local area residents?
2) Would you work toward the provision of affordable housing on the lands which have not yet been developed? How will Mississauga achieve a balance?

3. Transportation

There are newly-developed areas in the city which have inadequate public transportation.

Questions to candidates:

1) Do you feel the provision of this service is a high priority? Will the future development of the lands north of Burnhamthorpe Road require rethinking in terms of the type of transit in use? If so, what should be considered?

4. Family Benefits Program

In June of 1981 the Ministry of Community and Social Services announced its intent to transfer the responsibility for the administration of the Family Benefits Program, as it applied to single parents, to the municipal level. This was to be accompanied by an employment support service package for these persons, to encourage them to become self-supporting. This is voluntary at the moment. The main reason for this shift was to improve the delivery of assistance. There are two thrusts to the plan and they are as follows:

a) municipalities in eight test areas will take over the administrative responsibilities for Family Benefits;
b) employment support services will be introduced in these areas, and in three additional municipalities, of which Metropolitan Toronto is one.

The Region of Peel is one of the test areas for the transfer of administration of the Family Benefits Program to the local level. The Region has indicated that there is an employment program in place, which includes training in non-traditional female occupations. It serviced 120 people in 1981 and it is hoped that 240 more persons can be added to it. The problem which confronted the Region was that is has 3,210 day care spaces. There are 600 families on the waiting list now. The Province has indicated it will be co-operating with the Region in the provision of additional spaces necessary for this project.

Questions to candidates:

1) How will you respond to the added responsibility for delivery of social assistance?
2) What kinds of support programs should be provided? How and when?

V EDUCATION

1. General

The 1980's are crucial years for the educational system in Ontario. The cost of education today has reached the point where it consumes over 50% of many operating budgets. The Province - the governing body - is providing less funding. At the same time, the complexity of the educational system is constantly increasing due to the ever-changing demands and legislation. Trustees will have to deal with such issues as special education programs, heritage language programs and school closures. In addition, there are several initiatives being taken at the Provincial level which could have profound impacts on the system. The following are examples of the kinds of issues with which school trustees may have to grapple during their term in office:

a) Cost of Education

A major concern today is the apparent ever-increasing cost of education. Although inflation and the general state of the economy can be cited as responsible for the escalating costs, it is difficult to accept this as the total justification. Many municipalities are experiencing declining enrolments, leading to school closures and, in some instances, the dismissal of staff. Yet educational expenditures continue to rise.

Questions to candidates:

1) Why do you feel education costs are so high, given declining enrolments, school closures and other measures which should assist in maintaining costs?
2) What measures would you propose to reduce the costs? Are the "sick leave credits gratuities" an out-moded benefit? Under this system, retirees can receive a lump sum of up to 50% of their annual salary plus an indexed pension. Are there other features that should be re-appraised?

b) Trustee Remuneration

Recent legislation enables incumbent school trustees to determine what the wages of incoming trustees will be. This is a reversal from the previous

situation where the salaries were determined by the Province, based on enrolment. The issue is the amount of the regular salary adjustments which should be made by the trustees.

Questions to candidates:

1) Do you feel the role of the school trustee should be - full-time administrator or part-time policy maker?
2) In your opinion, what is a fair and reasonable salary range for a trustee, given their role?
3) If salaries of trustees begin to resemble those of full-time positions, will this attract a different type of individual to the school boards? If so, do you think this is detrimental to the system?

c) Heritage Language Policy

The Minister of Education does not want Heritage Language classes to be a part of the formal program in Ontario schools. In many cases these classes are part of after-hours instruction. The Toronto Board of Education Chairman's Letter dated June 24, 1982 indicated that:

> In 1975, the Bullock Report, "A Language for Life" . . . presented powerful arguments to show that the teaching of languages should be integrated with all subjects in the curriculum.

The letter also noted that other research into second and third language learning shows: linguistic skill in one's mother tongue is essential to future academic achievement; it does not matter in which language a child learns to read and think abstractly; and the French language is not threatened if it is taken as a third language - students often perform better than those learning French as a second language.

Questions to candidates:

1) What do you feel the lack of formal instruction of languages other than French and English will mean to the overall development of children from non-English speaking environments?
2) If a particular area has a strong multi-cultural flavour, should children be taught their mother tongue, in a more structural way, so that they have more opportunity to achieve higher academic standards?

d) Special Education Programs and Services

Under the Education Act every school board must, before September 1, 1985, provide special education programs and services for its exceptional pupils. This means new programs to meet the needs of all students, including the exceptionally gifted, physically, mentally and emotionally handicapped individuals.

Questions to candidates:

1) Where would you propose the funding come from for this costly process, especially given the decrease in funding from the Province?
2) Could the special education classes for those with learning disabilities become "dumping grounds" for hard-to-handle students?
3) What change do you see in the character of the class, i.e. who will be in what types of classes? Aside from the exceptionally gifted students, how will the other students' lives change? Won't classes continue to be streamlined on the basis of culture and socio-economic status?
4) Is this the best way to assist handicapped children?

e) School Closures

The Ministry of Education advises that secondary school enrolment will decline by 23% by 1990. Elementary school enrolment will decline modestly until 1986 but by 1990 this enrolment is projected to increase by about 14,000. The decrease in elementary enrolment will be evident in the public school system, while the separate school system is expected to increase 5.6% between 1980 and 1990.

The continuing decline in school enrolment leads to the recurring problem of school closures within the public school system. Over the past few years various school boards have made the decision to close schools which they believed were no longer viable. Many people have voiced concerns with respect to the closures. The Bureau, in its recent report on school closures, has noted that "the whole question . . . should be reviewed and the decisions made should be based on sound analysis". (See School Closures: Are They The Solution?, 1980.) Some indications are that they, are not the best solution to the problem of declining enrolment. There is some evidence to indicate that school closings are detrimental to a neighbourhood. The Bureau's study also notes that the effects on children are just being discovered.

Questions to candidates:

1) Do you support the neighbourhood school or the larger institution? Are closures inevitable?
2) What will you do to gain information about the impact of school closings on local communities?
3) How much effort will you put into looking for alternatives to school closures?
4) What alternatives might there be?
5) Since the separate school system is gaining population, should a "sharing policy" be developed between the public and separate school systems in order to accommodate both groups? If so, how do you think this could work?

f) SERP (Report of the Secondary Education Review Project)

The mandate of this project was to thoroughly study Ontario's secondary school system with a view to up-dating it. Responses to it are presently being analyzed. Some comments will be made by the Minister when the Legislature reconvenes this fall.

This report contains 98 recommendations and the transition time is between now and 1990. The question of the importance of the retention of grade 13 is raised, since one of the recommendations is for a single diploma, after grade 12. Many of the recommendations deal with changes which would have to be made to accommodate this. The Grade 7 to 13 curriculum would have to be revised. It is also recommended that Grades 9 to 12 have three levels of difficulty.

Questions to candidates:

1) Do you believe Grade 13 is necessary? Should it be made available to those students who may require it?
2) Given that it is agreed that the necessary skills will be developed without Grade 13, which grade is, in effect, being removed? Is it Grade 7 or 8? Should this be happening?
3) Should the significant change in the teacher-pupil relationship between Grades 7 and 8 and Grade 9 still be recognized? Would you support this?
4) What effect should any changes resulting from this report have on other legislation which has been proposed, or is in place, for secondary

school education in Ontario? For example, what effect would three levels of difficulty have on Special Education programs?

g) Report of the Joint Committee on the Governance of French Language Elementary and Secondary Schools

Legislation is in place regarding French Language schools. Francophones are concerned that the governance of these schools may be inadequate since school board trustees are mainly anglophones. The major thrust of the recommendations of the report is that there should be both a French and an English panel of trustees, each of which should govern their respective schools. Responses to the report are being analyzed but little action will be taken by the Province prior to the up-coming municipal elections.

Questions to candidates:

1) Would you support this concept? Is this the first step towards creating a third school board, even though the Provincial government has indicated that it cannot endorse this concept?
2) Should a third school board system for French language schools be part of Ontario's education system?
3) Are there other minority groups which you would also consider in the same way?
4) Is the concept of dividing the school boards on the basis of language a viable one? Would this create a divisive environment amongst the trustees when general issues are being considered?

h) Continuing Education (Non-Credit Programs)

A discussion paper entitled "Continuing Education: The Third System" was released by the Minister of Education in February 1981. A draft policy statement indicates that non-credit programs may not be as significant as in the past. Universities and colleges do not presently receive funding for non-credit courses, but schools do. The draft policy statement removes the funding to the schools and provides funding at the college level for "approved" non-credit, part-time courses.

Questions to candidates:

1) In your opinion, what implications does the above have for the provision of non-credit courses for the adult population?

2) Would you support an increase in the local education tax levy if non-credit programs were desired? Who should bear the financial responsibility for these courses - the system or the individual - the Province or the local area?
3) Are non-credit courses desirable and beneficial? Are they worth preserving?

2. Metropolitan Toronto

The 1982 Metropolitan Education levy is $889,808,529 (excluding separate school board and City of Toronto discretionary levies). The 1982 gross operating expenditures for this purpose are $1,090,307,000, i.e., 50.5% of Metro's operating budget.

a) The general comments and questions noted earlier apply.

b) Bill 127 (Proposed amendments to the Municipality of Metropolitan Toronto Act)

Several changes to the above Act have been proposed by the Ministry of Education, in order to provide a fairer distribution of resources across Metro and to give local boards more autonomy. The main features are: the provision for joint bargaining between the Metropolitan Toronto School Board, the six local boards and teachers regarding salaries, financial benefits and staffing formulas (not on local issues); a system where local boards may keep surpluses raised through local taxation (which would be credited to taxpayers) and where any deficit would have to be raised by local tax levies; and a continuation of the 1 1/2 mill discretionary levy for local boards (with the restriction that 1 mill could be used for hiring additional staff).

Because of the controversy over portions of this bill, public hearings were scheduled for September.

Questions to candidates:

1) Are you in favour of the key decision-making process (teachers' salaries and staffing formulas) being removed from the local level? Will it remain accountable to the citizens?
2) If the Metro School Board is to have this control, should some other changes be made so that those individuals are more directly

accountable? If so, what would you propose?

3) How would you define "local issues" which will be dealt with at the local levels? What responsibility and authority will be left for you, as a trustee, to exercise?
4) Will portions of this bill erode a basic democratic right of citizens to be involved in the decision-making process?
5) Some people believe that the school system will be reduced to "the lowest common denominator" in an effort to equalize opportunities across Metro. Do you agree?
6) If deficits are to be raised by a tax levy, how would you propose financing additional teachers and special programs?
7) What will the impact of joint bargaining have on a Province-wide scale?

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Mary Lynch, Executive Director
Ivy France, Research Associate

Contributors

CORPORATE

Algoma Central Railway
BP Canada Ltd.
Bank of Montreal
Bank of Nova Scotia
Bell Canada
Board of Trade of Metropolitan Toronto
Brascan Limited
Cadillac Fairview Corporation Limited
Canada Packers Limited
Canadian Imperial Bank of Commerce
Canadian Reinsurance Company
Canadian Tire Corporation, Limited
Caring O'Keefe Limited
Confederation Life Insurance Company
Consumers' Gas Company
Crown Life Insurance Co.
Dominion of Canada General Insurance Co.
Federal Pioneer Limited
Group 82
Guaranty Trust Company of Canada
Gulf Canada Ltd.
The Imperial Life Assurance Co. of Canada
Imperial Oil Limited
The Independent Order of Foresters
Jackman Foundation
Kodak Canada Inc.
Labatts Ontario Breweries
A.E. LePage Limited
Lever Brothers Ltd.
London Life Insurance Company
Maclean Hunter Limited
Manufacturers Life Insurance Company
Marathon Realty Company Limited
Marsh & McLennan Limited
The McLean Foundation
Minaret Properties
The Molson Companies Limited
The National Life Assurance Company of Canada
Nestle Enterprises Ltd.
Noranda Mines Limited
Northern and Central Gas Corporation Limited
Northern Telecom Limited
Olympia & York Developments Limited
Parking Authority of Toronto
The Royal Bank of Canada
Shaw Pipe Industries Limited
The Sheraton Centre
Southam Inc.
Stelco Inc.
Sun Life Assurance Company of Canada
Sunoco Inc.
Texaco Canada Inc.
Toronto Star Limited
The Toronto-Dominion Bank
TransCanada PipeLines Limited
Union Gas Limited
Hiram Walker-Gooderham and Worts Limited
George Weston Limited

PROFESSIONAL

BBR Group
H.H. Angus & Associates Ltd.
Ernest Annis, Architect
Armstrong and Molesworth
John Bousfield Associates
Currie Coopers & Lybrand Limited
E.H. Deacon Hodgson Inc.
Del Can
Development Engineering (London) Limited
M.M. Dillon Limited
The Hardy Consulting Limited
IBI Group
Marshall Macklin and Monaghan
Russell J. Morrison
Osler, Hoskin & Harcourt
Price Waterhouse and Co.
The Procter and Redfern Group Ltd.
Resource Management Consultants Ltd.
Smith, Aird & Associates Ltd.
Tatham Engineering Ltd.
Thorne Stevenson & Kellogg
Touche Ross & Partners
Truman & Jennings
Weir & Foulds

GOVERNMENTAL

City of Barrington
Canada Mortgage and Housing Corporation
City of Chatham
Regional Municipality of Durham
Borough of Etobicoke
City of Gloucester
City of Hamilton
Regional Municipality of Hamilton-Wentworth
City of Kingston
Metropolitan Separate School Board
Municipality of Metropolitan Toronto
Ministry of Intergovernmental Affairs
City of Mississauga
Ministry of Municipal Affairs & Housing
City of Nepean
Regional Municipality of Niagara
City of North York
City of Oshawa
City of Ottawa
Regional Municipality of Ottawa-Carleton
Town of Richmond Hill
City of St. Catharines
City of Sarnia
County of Simcoe
City of Sudbury
City of Toronto
Town of Vaughan
Borough of York
Regional Municipality of York

LABOUR

Ontario Federation of Labour
Sudbury and District Labour Council

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- 8. Transportation Planning in London: Can London Catch the Bus? *December 1974*
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Your inquiries are invited.

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